

CAPITAL CLUB WILL EXCEED SPEED LIMIT

—President Caverly

Summer Plans Will Keep
Members of Local
Body Up and
Doing.

"Never did fortune smile more brightly on any enterprise," said President Caverly, "than it does at present on the plans and prospects of the Washington Automobile Club."

"I don't want to talk to you about automobiles," he remarked as an afterthought. "I have seen enough and heard enough about the subject to last me a week or so. Entertaining our A. A. A. friends was a pleasure and spiritually uplifting, but I want a rest on the automobile subject for a few weeks to come."

"But, honestly now," this was afterthought number two, "our old club and its seventy-four new members are going to exceed the speed limit this summer or I miss my guess."

Which only goes to show that Mr. Caverly, president of the Washington Auto Club, at your service, really can't keep still on this stirring subject of the gasoline buggies.

Better Roads.
"First," he went on, "are our plans for better roads and more roads. The auto club has well defined plans up its sleeve which it does not want to disclose at the present moment, for the improvement of roads, both in the District and in Maryland. More of that later."

"Then, there are the Bladensburg pike repairs and the Mt. Vernon Boulevard bills, now pending before Congress and which we will push until they go through or are definitely turned down. There is not very much chance of the latter contingency in either of these instances."

"Another contest? Yes. Early in June is the tentative date. And there will be a much more limited supply of trophies than on the average auto run. Oh, no, not because we are naturally close-fisted, but merely for the sake of originality."

An Original Idea.

"Now, truly, don't you think that a run in which a few cars failed to finish with a perfect score would be a decided novelty? That is our ambition for the spring event. With the assistance of Mr. Beechcroft, editor of the Motor Age, who compiled the conditions for the recent Chicago test, we have one car finished with a clean record, we will draw up a set of rules which will furnish a real test of the entrant's possibilities."

"The observer will be required to take cognizance of every point. Loose bolts, damaged mud guards, the condition of the lamps, every point will count, and to get a perfect score the driver must return his car in as good condition as it was when he received it from the factory. That will be an endurance run worthy of the name."

"Personally Conducted" Runs.

"But there is nothing dull about this club. Work is but a portion of our program. We intend to make the club runs a feature this summer. But two were made last season, one to Harpers Ferry, which was a decided success, and on which twenty-six cars formed the line-up. A later trip to Gettysburg was run so well patronized in numbers owing to the warm weather."

"This season Fred Pyle, recently elected captain of the club, will have charge of this feature. Some of the early excursions will be to Buena Vista Springs and to Harpers Ferry. On May 30 a longer run will be made to Staunton or Natural Bridge, Va."

"But there is no news worth publishing, and I don't want to talk automobile for a week."

LINK IN THE CHAIN OF AUTO EXCHANGES

To buy, trade, exchange, or sell second-hand automobiles in good condition is the purpose of the Nickerson Automobile Exchange, opened last Monday at 309 1/2 Fourteenth street.

The exchange will supply a long felt want for a common meeting ground for those who wish to purchase a car and cannot afford to pay the catalogue price or who wish to get rid of one car in order to purchase a newer model or another make.

In addition to the above named lines of endeavor, cars will be sold on commission if the seller so desires, but Manager Nickerson emphasizes one point—that none but first-class cars in good condition will be handled.

The Washington establishment is a branch of a chain of such agencies which have their headquarters in Philadelphia, where over 200 cars are on hand at the present time. Other branches are located in New York and Birmingham, Ala. All these are doing a flourishing business and the idea seems to take well with motorists who wish an occasional change in their machine.

The local firm is composed of G. L. Nickerson, manager and sales agent, J. S. Brown, and C. W. Sprague. Four sales are reported since the opening last Monday.

Two carloads of second-hand machines in excellent repair are expected this week. The consignments will include Packards, Ford, Buick, and Maxwell.

Dewey Garage

AUTOMOBILES placed in our charge receive careful attention from competent mechanics.

ALL repair work done under personal supervision and special care is given high-class cars.

Touring Car in A1 condition for sale at a bargain.

1319 L Street N. W.

Phone North 4351.

THIS DELEGATION MADE FIRM STAND FOR FEDERAL REGISTRATION MEASURE



REPRESENTATIVES OF AMERICAN AUTOMOBILE ASSOCIATION.

Here Last Week for Hearing of Federal License Bill Before Judiciary Committee of House, Also Officers of Washington Auto Club.

EFFECTS OF BREAK IN NATIONAL BODY ARE FAR REACHING

Withdrawal of A. C. A.
Will Disrupt Many A.
A. A. Boards.

As a result of the break between the Automobile Club of America and the American Automobile Association, it was positively stated yesterday by several autoists who are loyal to the policies of the national association, that a new automobile club will be formed in New York in a short time.

Several members of the Automobile Club of America, who were spoken to on the subject declared that they were not in sympathy with the action of the club in withdrawing from the State association of the A. A. A. and several of them viewed with favor the formation of a new club, which should represent the popular and practical elements of automobilism. These members declined to be personally quoted, as no definite plans have yet been made, and until all of the circumstances are better understood they preferred to remain in the background for the time being.

Immediate Results.
The immediate effect will be to disrupt various boards of the A. A. A. and particularly the racing board, of which Jefferson de Mont Thompson, the chairman, W. K. Vanderbilt, Jr., Dave Hendon Morris, and S. M. Butler are members by virtue of membership in the automobile club. Should any of these men desire to be reappointed to the racing board it will be necessary to enroll as individual members of the association.

Its more far reaching effects are expected to be a fight for supremacy in the legislative, touring, and racing fields. This was foreshadowed in the recent establishment by the club of a bureau of tours, with subscribers to this bureau forming an affiliated body, in acting independently of the association in legislative matters and in the promotion of a race meet in Florida, after having been out of the racing field for four years.

Action Hastened by Meet.
The action of the club is said to have been hastened by the promotion of the Florida meet. The support of the A. A. A. is claimed, not only was not forthcoming for that tournament, but officers of the association went out of their way to help in the promotion of races at Savannah, Ga., that in the expressed opinion of some members of the club was in direct opposition to the Florida meet.

Autoists who have been at all familiar with the workings of both organizations know that the friction that has resulted in the final break has been in existence for several years. The reason by some members was stated to be the change made in the State association constitution at the meeting in Buffalo Thursday night that all clubs, irrespective of membership should pay a \$1 per member fee to the A. A. A.

Nickerson Automobile Exchange

309 1/2 Fourteenth Street Northwest

Branch, Birmingham, Ala.

Branch, Philadelphia, Pa.

We Have a Customer for Your Car

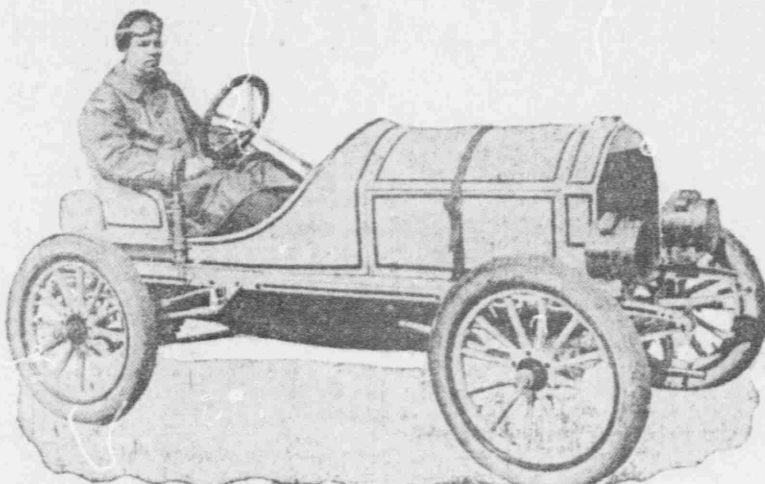
Send it to us; we guarantee to sell it. A SMALL DEPOSIT SECURES A CAR FOR YOU FROM NOW UNTIL SPRING. GIVE US A TRIAL.

Inspect the following line of slightly used cars for sale at moderate prices:
1906 Mercedes, cost \$7,500; my price, \$1,550
1906 Packard, cost \$4,000; my price, \$1,500
1907 Daimler Chassis, cost \$2,500; my price, \$1,525
1907 Packard; this car like new; make offer.
1906 Buick, in first-class condition, \$550
1906 Maxwell Touring Car, all equipment \$550
1906 Maxwell runabout; just as good as new, all equipment, \$600
1907 Ford; fully equipped; just a little dream, \$500
1906 Ford, in good running order, \$425
1906 Rec., \$395
1906 Cadillac, each, \$375
1906 Autocar runabout—wheel steer, \$325
1906 Auto Touring Car; all equipment; this is a bargain, \$415
1907 Dragon Touring Car, brand new, \$650

100 Cars to Select From.
Demonstration by Appointment.

All the above cars are in first-class condition. Our guarantee goes with each car. We will take your car in exchange for any of the above cars at a fair living price. If you have an automobile to sell, send it to us, as we have customers all over the country. We have a Philadelphia branch, where we reach Jersey and Western Pennsylvania. Cars taken on consignment and sold on commission. No charges for storage.

Miniature Vanderbilt Racer Built by Washingtonian



DIMINUTIVE AUTO WITH FRED C. PARSONS AT THE WHEEL.

Duplicate of Fiat Car
Constructed by Parsons,
a Professional
Chauffeur.

It has been called a "Chinese Mercedes," an some call it a toy, who do not care, but the author, that is, the builder, declares seriously and in good faith that it is a perfect miniature of the Fiat Vanderbilt racer.
But when all is said the fact remains that it will go, and keep going. It isn't a troublesome little machine at all—just as docile and too small to break down.

With the valuable assistance of a 15-20 Flat motor, whatever that is, and an

English chassis, Fred C. Parsons, a real chauffeur of a real car, has been putting in his idle moments for the past six months in constructing this small but highly satisfactory imitation of the real thing, and whatever fault may be found with the classic lines of the alleged toy, the aforementioned fact remains, it kicks up a much fuss, and needs as much attention, and goes as far, if not as fast as its model.

The driver's seat is perilously near mother earth, and the whole outfit is about the size of a railway hand car. All of which has been attracting much attention for the last two weeks, when the machine was seen in the streets.

But Parsons is an accommodating man, and he will answer all questions.
"How fast can it go?" innocently inquires a bystander.
"About forty-five miles an hour," Parsons will reply without even smiling.

GLEANINGS FROM LOCAL AGENTS AND DEALERS

Charles E. Miller and Brother have already begun to feel the effects of the spring boom in trade.

Model S Ford runabouts were sold last week to the following: W. W. Finley, Dr. A. E. Bennett, W. B. Altman, E. J. Hulise, and Keasby & Madison.

Among the purchasers of Indian motorcycles were R. D. Penland, and L. J. Mills. Mr. Miller expects a carload of four Fords in early this week and a consignment of the new Ford roadsters will probably reach here next week. These roadsters mark a new era in Ford activity, and it is expected they will fill a long felt want for a happy medium between the light runabouts and the high priced touring cars.

The first long motorcycle tour of the season took place last Sunday when a party of fifteen cyclists went to Great Falls.
The roads were found to be even worse than in the winter months, and the riders found some tough going in spots. Jack Lamphier, who rode a Reading-Standard, met with a painful

though, not serious accident. In endeavoring to mount his bike after starting the machine, and was dragged

COMMENT AND GOSSIP OF MOTORING TOPICS

Local cyclists are determined not to let any grass grow under their feet when the time comes for holding a spring motorcycle competition.

Just now discussion is rife on the question of the nature of the competition. It will be remembered that a race was planned last December on the day of The Times sealed bonnet contest, but the weather would not permit. Now there seems to be a well-defined sentiment toward abandoning the race feature and converting the affair into an endurance run.

The idea is not the result of a diminution of the sporting propensities of the dealers, but for sweet discretion's sake. Investigation has brought to light the fact that there is no available route in this section over which an out and out race could be held without imminent danger of police interference. Even the Federal supervisors of the Conduit road are not to be trusted, from all reports.

Aside from that consideration the dealers almost unanimously declare that an endurance run would furnish a surer test of the machine's capacity. The only difficulty which presents itself is a difficulty of sealing the motor cycles in such a way that forbidden adjustments could not be made. The working parts are not all concealed beneath a hood, as in an automobile, and it would be almost an impossibility to keep them from the driver and at the same time allow him full control of the operating gears.

One of the most pronounced tendencies of the past year has been the growing sentiment toward endurance runs as opposed to straightaway racing.

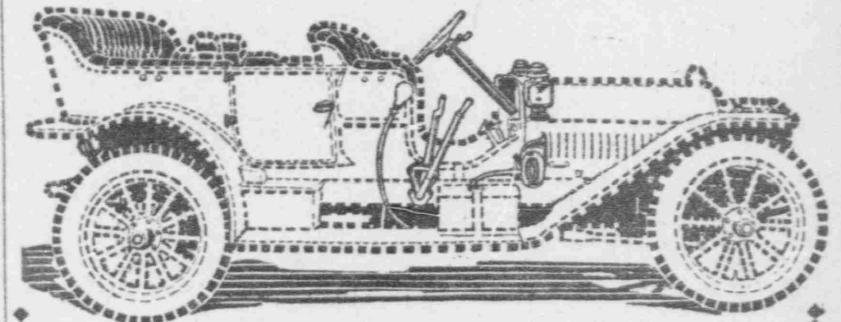
This evolution has not been brought about so much by the dangers of the race course as by the growing conviction on the part of the dealers that the results of speed competitions were of very little value in determining the value of a car. The auto race is certainly a test for the courage, steadiness, and quick thinking of the driver, but leaves much to be learned regarding the machine itself.

Moreover on many occasions the competitors in these races were racers, built primarily for high speed spurts and would have fallen down badly on a test requiring sustained action. The most astounding factor in the transcontinental run now in progress is not its race feature, but the fact that the machines are stock cars out for a run which, if completed, will cover thousands of miles under the most trying conditions possible.

Apart from the New York to Paris race, which has exerted a vital influence upon this tendency to demonstrate what the motor car can do under exceptional conditions, interest has been prominently directed to a larger number of long-distance tours than have ever before been attempted within the same period of the year. The object in each case was the same—to show the reliability of the stock touring car, such as is purchased for ordinary pleasure purposes.

Some of these tours that have attracted widespread attention recently have been the 2,000-mile trip of the Oldsmobile from New York to New Orleans, the White steam car's journey of an equal length from New York to Savannah, making a circuitous route through Ohio, Kentucky, Tennessee, and Alabama; the run of the Studebaker car now in progress from New York to Fort Leavenworth; the pioneer tours through the jungles of Florida from Jacksonville to Miami by a Cleveland and a Franklin car; the trip through the interior of Cuba by a Packard, while a Thomas and a Thomas-Detroit have made extensive runs through Indiana, Ohio, New York, and the New England States to show the possibilities of successful motor travel in the severest winter season.

The Florida tours from Jacksonville to Miami have caused considerable interest from the fact that it is proposed to hold an endurance test over the route late in March, the distance being about 2,400 miles. The Cleveland car, driven by James M. Laughlin, Jr., of Pittsburgh, was the first to make the trip, which it accomplished in about ten days. It was a pathfinding trip for the coming year, and more than forty signs were placed in position marking the course plainly. I. V. Jurgensmeyer, of Palm Beach, drove a Franklin car over the route, and his experiences were similar to those encountered by the Cleveland.



Model Z—6 Cylinder—60 H. P.—1908

DEMONSTRATIONS AGAINST ALL

FORD OLDSMOBILE

More 1908 Fords Already

Sold and Delivered

In Washington Than All

Other Makes

Of Gasoline Cars Combined.

There's a Reason.

A New Ford—"Model S"



4-cylinder shaft-drive 18-horsepower. Detachable rumble seat, closed-in guards. \$775, delivered in Washington.

AGENTS INDIAN MOTORCYCLES
Immediate Delivery

CHAS. E. MILLER & BRO.

1105-1107 Fourteenth St. N. W.

Power Durability Speed Simplicity

For Family, Touring or
Business Use the 1908
Oldsmobile Types Are
Second to None.

Model X, Light Touring Car, 4 cyl.	\$1,900
Model X, Town Car	\$2,500
Model M, Palace Touring Car, 4 cyl.	\$2,750
Model MR, Flying Roadster	\$2,750
Model M, Limousine	\$3,800
Model M, Landulet	\$4,000
Model Z, Six Cylinder	\$4,200

JOHN A. LUTZ

Exclusive Agent

14th and R Sts. N. W.